

## MERRIWETHER ST BILL IS PASSED BY THE COUNCIL

Measure to Take Hump Out  
of Street's Back in  
Mayor's Hands.

### ORDINANCE SURE TO BE SIGNED IS BELIEF

Senator Lane to Ask Court to  
Name Committee to Assess  
Benefits.

The Merriwether street ordinance last night was passed by the City Council and now awaits the signature of Mayor Kage to become a law.

The bill provides for the improvement of Merriwether street from Aquamsi to Sprigg streets, the change in the grade and the elimination of a grade crossing with the Cape Girardeau & Northern Railroad. The bill has been before the council for a long time in an endeavor to get the desired improvement, but the measure has been fought by the railroad.

The bill received its first and second readings a month ago when the final reading and passage was deferred till a remonstrance filed by the railroad could be examined to determine if it was of sufficient strength to invalidate the ordinance.

At the last meeting of the council, the ordinance was deferred because the councilmen feared that an objection to the measure might be raised by the railroad's attorneys later on on the grounds that the ordinance was filed for passage on a legal holiday, Labor Day, September 6, the date upon which the council last met.

A former attempt to get the street improved and modernized was made by the city which the railroad succeeded in blocking because the city officials did not proceed in the proper legal way.

On this trial, however, it is believed that the correct steps are being taken to make the improvement of the street assured. Senator Thomas F. Lane was employed to draft the ordinance that was passed providing for the improvement.

Following the passage of the ordinance, according to Senator Lane, an application will be made in the court at Jackson to have a disinterested commission of three members appointed to assess benefits and damages in the district to be affected by the improvement.

Following this, it is probable that condemnation proceeding will be brought against the railroad in an effort to prosecute the separation of the grade crossings. It will be put up to the Missouri Public Service Commission to make the railroad build a bridge over the street.

It is estimated that the bridge will cost about \$20,000. The cost of the improvement is to be borne by the property owners along the street against whom special tax bills will be assessed.

Prior to the time that the ordinance came before the council last night, the committee which had investigated the remonstrance, reported that the instrument filed by the railroad was incomplete.

Consequently when the bill came before the councilmen for passage, it received the unanimous vote of all the councilmen present.

Mayor Kage last night did not announce what he will do with the bill, but it is generally understood that it will be signed almost immediately.

The council last night also heard the first and second readings on five ordinances providing for the widening of Henderson avenue, Painter avenue, Themis street, Harmony street and Hanover street.

The ordinances had been prepared by City Attorney Whitelaw and are couched to provide for the opening up of streets in the West End so as to aid in the installation of the proposed sewer system in the West End.

Following the second reading of each ordinance, each was referred to City Engineer Chris Stiver, the Street and Wharf Committee and the Judiciary Committee for approval.

It is proposed to make Henderson avenue sixty feet wide from Broadway to Independence; Painter avenue, from Broadway to Harmony; Themis street from Pacific to Henderson, and Hanover, from Broadway to Themis street.

In drafting the ordinances, it is believed that the clauses were not made sufficiently strong in regard to the creation of a benefit district so that amendments probably will be necessary for each ordinance before its final passage.

The council also passed a resolution providing for the concrete pavement of about 100 feet of sidewalk at Lori-

## A. W. JONES GOES TO HIS HOME TO DIE

Drainage Official Asks to Be  
Taken to Pennsylvania For  
Last Time.

A. W. Jones, general manager of the Floesch Construction Company, who has been in complete charge of the drainage ditch digging, south of the Cape, and who, in the last ten days has been almost at the point of death at the home of Dr. C. E. Schuchert, 404 Bellevue, early this morning was started on his way to his home in Indiana, Pa.

For several months Jones has suffered with stomach trouble and about six weeks ago he had an operation performed in a St. Louis hospital, when it was found that he could not recover from a malignant disease with which he was suffering.

Since that time he has been up and down, but about two weeks ago, he became so seriously ill that it was believed the end would come at any time.

He was taken from Dr. Schuchert's home to the Frisco station in an ambulance and will be taken into St. Louis this morning. From St. Louis he will go East to his home by way of Pittsburgh.

His former home is in Indiana, and he expressed the wish that he might be taken there to die, after he had been told that there was no hope for his recovery.

When he was told that he could not recover, a marked decline in his condition became apparent, but in recent days, since he has wanted to become strong enough to go to Pennsylvania, he has been considerably better.

Jones is one of the best known engineers in the country. Engineering feats that he has performed have attracted much attention in technical circles. He formerly was with the Missouri Pacific and at one time constructed railroads in Pennsylvania. He is about 48 years old.

## PLASTER FALLS; TWO BOYS JUST ESCAPE

Lads Asleep at Home of Paul  
Besel Almost Lose Their  
Lives.

The collapse of the plaster in one of the rooms at the home of Paul Besel shortly after 1 o'clock this morning, barely missed two small boys asleep in the room. Had the plaster struck them, Mr. Besel says, they would have been instantly killed.

The two lads were Bernard Besel, 4-year old son of Mr. Besel, and Raymond Herbst, a neighbor playmate, who was sleeping with the Besel lads. They were asleep on a davenport in the front room at the Besel home, which is located on the north side of Broadway just west of Sprigg street.

The falling of the plaster was heard for two blocks away. The two boys were frightened almost into hysterics. Mr. and Mrs. Besel hurried into the room to ascertain what had happened.

Patrolman George Talley, who was walking his beat, just a block away, hurried to the Besel home. He said the piece of plaster that struck the edge of the davenport, would have weighed almost one hundred pounds, and it fell in one solid mass. It did not collapse when it struck the floor.

Mr. Besel told Patrolman Talley that the roof leaked during the heavy rain storm several weeks ago and permitted water to trickle through the ceiling. This, it is believed, caused the plaster to become loose. No evidences of danger were apparent to Mr. Besel or his wife, and for that reason Mrs. Besel put her son and his playmate to bed together in the front room. The Herbst child spent the day with his chum, Bernard, and when night came, he was invited to remain for the night and accepted.

GERMAN BARON IS INTERNED;  
A NATURALIZED BRITON

Half Brother of Military Governor of  
Belgium Said to Be Incarcerated  
in Workhouse.

London, Sept. 20.—Baron von Bissing, half brother of Gen. von Bissing, German Military Governor of Belgium, and a naturalized British subject, after fighting for months for his liberty, has been interned. He was mysteriously spirited away today from his luxurious home in Kensington by detectives.

It is reported that the Islington workhouse will be the baron's domicile for the remainder of the war.

mier and Williams street.

The ordinance making regulations concerning pure milk when it came up for a third reading, again was deferred.

## NEW LAND FOUND IN ARCTIC CIRCLE BY STEFANSSON

Explorer, in Frozen North, is  
Planning to Make Another  
Dash North.

### WANTS TO EXAMINE ISLAND HE DISCOVERED

Pole Finders Relate Experiences  
on Great Ice Fields—Face  
Hardships.

Nome, Alaska, Sept. 17.—Vilhjalmer Stefansson, the Canadian explorer, who was believed to have been lost in the Arctic, not only is alive and well, but has discovered a new land in the North and accomplished practically every purpose for which his hazardous journey was undertaken, according to word brought here by the power schooner Ruby, which arrived yesterday from Herschel Island.

Stefansson, with two companions, Storker Storkerson and Ole Anderson, set out from Martin Point, Alaska, March 22, 1914, over the frozen polar ocean to search for supposed new lands in the Beaufort Sea.

Capt. S. F. Cottle, master of the Ruby, says that Stefansson is now on Banks Land, an island 400 miles east of the northeastern corner of Alaska, outfitting for a continuance of the explorations westward to ascertain the extent of the new land he has discovered southwest of Prince Patrick Island. Stefansson discovered a continuance of the continental shelf several degrees west of Bank Land and even determined its southern limits, but was unable to continue his explorations to the north and west.

Stefansson told Capt. Cottle that after leaving the supporting party on the ice north of Martin Point he and his hardy companion set their faces to the north, but after continuing their journey for 90 days they decided to return to land. They turned back and landed on the mainland at a point near which the power boat Mary Sachs of the Stefansson expedition was wintering. Here the three men outfitting for another three months' trip. They again went upon the ice, going north and west and discovering the continental shelf.

Stefansson spent some time exploring his new find, but at length, owing to the scarcity of provisions, was compelled to set out on the return journey to land. The return to shore was accomplished with great difficulty. The men subsisted on the most meager rations, but kept moving day after day. The dogs were almost famished. Finally the party arrived at Bank's Land thoroughly worn out. For seven months they had been on scanty rations, traveling almost continuously.

Stefansson and his companions made their way from Banks Land, which is uninhabited, the Baillie Island, which is visited by whalers. Capt. Louis Lang, cruising on his power schooner Polar Bear, found Stefansson and his companions making their way along the southwestern coast of Baillie Island. They were in excellent health and spirits, and eager to reach the southern wing of the expedition, that they might obtain supplies and continue their explorations.

Stefansson had expected to fall in with the Polar Bear just as he did. He immediately chartered the schooner and with Capt. Lane proceeded northward at once in the hope of making further discoveries while the sea was open and free of ice. The season was too far advanced, however, and the explorers reluctantly steered for Herschel Island. The Polar Bear was at Herschel Island when the power schooner Ruby, which had been trying for two years to reach Herschel Island arrived there from Port Clarence with supplies for the Hudson Bay Co.

Immediately upon arriving at Herschel Island, Stefansson, with tremendous energy, began preparations for continuance of his explorations. He purchased the Polar Bear for \$20,000 from Capt. Lane and bought also the power boat Gladiator, a small vessel engaged in trading along the coast. After fully equipping these vessels Stefansson sailed with them for Banks Land, where he probably is now.

It is the intention of Stefansson to establish a base on Banks Land and continue his exploration from that point. The time of the return of the expedition can not be foretold, as Stefansson intends to continue until he has fully ascertained the limits of the new land he has discovered. He will also seek other new lands.

Stefansson told Capt. Cottle that, except during a few days before reaching Banks Land, he and his two companions suffered no particular hardships. Although on very short rations during the entire seven months on the ice, they always had enough food to

## COUNCIL VOTES TO RAISE WHITENER

Mayor Announces, However, He  
Will Veto Living Salary For  
Competent Policeman.

After a petition had been placed before the City Council last night asking for the reappointment of Arthur Whitener as special night policeman and watchman, the council unanimously passed a resolution making the reappointment and doubling the salary that the city pays Whitener.

Under the arrangement that has existed for the last year, the city pays Whitener \$15 a month. Business men along Main, Water, Spanish, Independence, Themis and Broadway are supposed to pay contributions directly to Whitener for the protection he gives their establishments at night.

Whitener has been forced to collect these fees himself each month and his total income has been about \$50 a month.

The salary of the other city police officers walking beats is \$60 a month. It is believed that the increase in Whitener's salary from the city simply would have the effect of placing his salary on a par with that of the other city policemen.

Whitener in the last month alone has made arrests out of which fines were collected that would have paid four times the salary the city pays him. His record for the whole year that he has been on the beat shows that he consistently has made arrests out of which fines have been collected that have gone to enrich the treasury, above the amount the city has paid him.

Some of the most remarkable arrests in the last year have been pulled off by Whitener and he has the confidence of all the business men in the downtown district where he is on watch.

Mayor Kage last night after the council had passed the resolution for the redoubling of Whitener's salary from the city, announced to the council that he expects to veto the matter at the next meeting. He gave no reason for his statement and no reason for his proposed action.

Last night Chief Hutson remarked that he believed Whitener "certainly deserved the increase."

"It would make him feel a lot better, I know, and he has been doing some mighty fine police work on that beat. It is the first time we have had a man who has covered that beat in the way it should be covered. Whitener has been awake all the time and on the job."

"It would mean that he would get about the same as any other patrolman, and he deserves it. His record on my books will show that he has made money for the city."

Whitener last night said that he thought he was entitled to the same rate of pay as the other patrolmen in view of the fact that his record spoke for itself, and also in view of the fact that he has covered the beat alone whereas formerly there used to be two regular patrolmen on duty all night in addition to the night watchman.

### MEN FOR GLEE CLUB Will Sing Sunday Evenings at Pres- byterian Church Service.

A young men's glee club recently organized in the Presbyterian Church Sunday night made its initial appearance as the Sunday evening choir. The club was organized last week with 11 active members with Prof. W. G. Lewis as director.

The members soon expect to raise the number to 16. Those who are members are: Byrne Gockel, Prof. Ike Dunn, C. P. Coley, Guy Armentrout, H. Cox, Lyman Reed, Nelson Dearmont, Oliver Edwards, Allen L. Oliver, Russell Dearmont and Harry W. English.

It is their plan to sing only on Sunday evenings and possibly at other special functions in the church.

keep hunger away. They did not miss a meal during the whole journey, yet they lived seven months on food designed to last three months.

Capt. Cottle reports that the southern party of which Dr. Rudolph Anderson of Iowa is commander, were all well at last accounts. The only misfortune experienced by the Anderson party was the death of Engineer Daniel Blue of the power boat Alaska, which occurred at Baillie Island in early spring. Blue was one of the original members of the expedition.

Before departing from Herschel Island for Banks Land with the Polar Bear and Gladiator, Stefansson established communication with the Southern party and also sent a man East with the power boat Mary Sachs to continue explorations to the eastward and establish supply bases for future operations of the Southern party.

Jack Hadley, a member of the Karluk party, rescued from Wrangel Island last year by the King and Winge, has joined Stefansson.

## BRIDGE PLANNED FOR SLOAN CREEK, ROW IN COUNCIL

Fowler, Scivally and Koch-  
titzky Try to Decide  
Stream's Jurisdiction.

### MANY NAMES ARE ON LIST ASKING SPAN

Council Decides to Make an In-  
vestigation to Decide Who  
Does Work.

When representatives of a hundred families in North Cape last night petitioned the City Council to repair a concrete bridge over Sloan's Creek on North Main street, it was revealed that responsibility for the structure's maintenance had been avoided by the township highway commissioners in the face of an agreement with the council.

A sharp colloquy took place between Councilman Jay E. Fowler and County Engineer Dennis Scivally and Otto Kochtitzky of the township commissioners.

Kochtitzky and Scivally declared that the commissioners had not promised to take care of the bridge to an extent that would require them to make the present repairs. Mayor Kage supported Fowler in his contention that the commissioners had.

The petition asking the repair of the bridge was presented to the council by Mercer D. Wilson, president of the Wilson Bros. Realty Co., and Thomas M. Williams. The council voted to have City Engineer Chris Stiver confer with the Street and Wharf Committee as well as the Judiciary Committee in handling the matter.

An effort will be made to determine whether the city or the county is responsible for the repair work, and should the city undertake the responsibility it is probable that work will be commenced at once to have the repairs made.

The petition asks for particular attention given to the approaches especially the one on the north side of the structure.

The petitioners are property owners and residents of the Robinson Gale road and Red Star additions and the bridge is used by virtually all of the residents of those places in getting to and from the city. The present condition of the approaches makes it wholly impossible for the crossing to be used by vehicles of any sort and the road at present is fenced up.

"By the expenditure of a few hundred dollars to put in a retaining wall," the petition says, "and a dirt filling on the north approach, it would restore safety both for vehicles and for pedestrians."

"A committee recently waited upon the highway commissioners of this township and asked for help in restoring the crossing to a safe condition. The commissioners refused any help on the ground that they were not authorized to make any repairs inside the city limits, unless it was on a street that connected with a gravel or a macadam county road."

"The property owners, 100 families, are forced to go to the Bend road and cross by the iron bridge to reach work at the shoe factory and to get the children to the Washington school."

The following were the names attached to the petition: N. H. Fraizer, Abe Seabaugh, C. E. Markest, J. J. Markest, C. Renn, William Rose, L. A. O'Hovell, Beamer Lumber Co., Geo. R. Nieswanger, Freeze Threshing Machine Co., John Clark, Ernest Lee Bowman, W. C. Peterson, J. J. Kimbel, Stephen Kimbel, Walter Gerhardt, H. A. Knoop, H. N. Wood, Paul Brooks, Dr. D. M. Blount, John W. Brooks, John A. Oxford, H. S. Deane, Ben Vinyard, H. E. Alexander, J. E. Cahill, Otto Friedrich, B. Kraft, W. S. Albert, W. F. Bergmann, W. G. Bartels, W. W. Hinchey, B. Kroft, Bertha Vogt, J. C. Cale, John L. Miller, South Side Realty Co., W. C. Bahn, Thos. M. Williams, G. C. Robinson, Wilson Bros. Realty Co., C. J. Winningham and Moses Whybark.

Mayor Kage called upon Scivally to explain why the commission refused to do the work and by what law the refusal was made.

Scivally said that the statutes require the county to make the road and bridges within the city when they connect with a hard paved roadway leading from the country into the confines of the city.

The roadway in this case is not paved in any fashion so that the law does not apply. The Big Bend road with the iron bridge over the creek is maintained by the county he said.

Fowler then rose to his feet and declared that it was his impression that the commissioners had agreed to take care of this concrete bridge anyway.

Scivally then explained that the

## J. W. PHILLIPS TO REENTER BUSINESS

Will Organize Lumber Company,  
With Headquarters on  
the Levee.

That J. W. Phillips, former president of the Phillips Lumber & Fuel Company, expects to establish a new lumber concern in the Cape within a short time, last night became known when it was learned that he expects to close a deal today for a five year lease upon the milling property now occupied by the Goza Livery barn on Water street, just north of Broadway.

By the terms of the lease, Goza would arrange to evacuate within a short time to make room for the business that Phillips expects to establish.

The milling property is the property of J. C. Fisher, of North Fountain street, Frisco railway engineer. The lease has been drawn for some time and Phillips asked Fisher to close the deal last night by signing the instrument.

Fisher requested time for an investigation and today expects to place his signature on the paper that will assure the new concern.

Phillips has spent several days in St. Louis recently conferring with St. Louis lumber men and capitalists in regard to the establishment of the new lumber concern.

He recently sold out his interests in the Phillips Lumber & Fuel Co., to John A. Himmelberger. Fire destroyed the place a few weeks ago and now is under course of reconstruction.

The building that Phillips will occupy is a three-story brick building which fronts both on Water street and on North Main street. It is opposite the Frisco passenger depot on Water street, and is equipped with a spur track of the Frisco.

It is said that Otis Goza, proprietor of the livery barn now in that building plans to sell out and go into business in St. Louis.

## ELI SEABAUGH IS JAILED BY WIFE

Auto Man's Help Meet Says  
Husband Kicked down  
A Door.

Eli Seabaugh, who drives the automobile truck between Cape Girardeau and Jackson, was arrested by Patrolman Groce last night at the request of his wife, who charged him with disturbance of her peace.

According to the story, Mrs. Seabaugh told Mr. Groce, her husband came home last night in an ugly humor and threatened her. When she could not calm him, she said, she went to the home of her daughter, Mrs. Ida Aker, who lives at 520 Morgan Oak street.

Seabaugh followed her, she said, and when refused admittance to the Aker home, kicked in the front door. The women fled from the house through the rear exit and summoned Patrolman Groce. Seabaugh was taken to the police station and locked up.

Groce and Chief Hutson twice cautioned Seabaugh during the evening to go home, and to avoid a disturbance the chief and Officer Groce escorted Seabaugh to his home on South Sprigg street.

Mrs. Seabaugh told Policeman Groce that her husband had threatened her several times during the past week, and for her own protection, she said, she had taken refuge at the home of her daughter, who is a stepdaughter of Seabaugh.

Seabaugh will be brought before Judge Willer this morning to answer to the complaint filed by his wife.

Mrs. O. Eckhardt will leave the Cape shortly for a two weeks' visit with friends and relatives in Chicago.

commissioners had promised to do some work that would save the arch of the bridge from cracking. This had been done. Kochtitzky supported Scivally in his contention that the arch of the bridge was to be saved by the commissioners and that the maintenance of the approaches in good order did not come upon the commissioners.

Fowler replied to the two by saying that his recollection of the agreement was that nothing was specified about the arch being the only part of the structure for which the commissioners would be responsible and Kage also declared that he believed the commissioners had promised to take care of the entire bridge.

Following the colloquy between Fowler and the county men, the motion to have the matter investigated was passed.

Kochtitzky then requested that the city turn over to the commissioners certain moneys collected by the city to be used by the county organization for good roads work.

## MAN PEDDLING PHONY RINGS IS LOCKED UP

Arkansan Tells Pedestrians  
He's Hungry, Then Pawns  
Brass Band.

### GLOVER GILL PAID FOUR BITS FOR ONE

And Then Found Gold Was Brass  
and Diamond Was  
Glass.

A "hardluck" gentleman, who yesterday began to work the Cape with an antique "con" game selling "phony" rings, was arrested by Patrolman Edward Beeve after he had made his first sale to Glover Gill, engineer at the Cape Laundry.

The man gave his name as Ray Knott of Brinkley, Ark., and said that he had been in the Cape only two days when he encountered the patrolman. A box of more than a dozen "rings" was found in one of his pockets when he was searched.

This is how he "look in" Glover Gill:

Gill was preparing to start his afternoon's work yesterday when the stranger approached him at the laundry and inquired what were the chances of getting a job. Glover admitted that he didn't think there were any stray jobs about, so the man became confidential.

"You know it's hard to find work these days," he began.

"Yes, I guess that's so," Glover replied. Glover has been kept himself employed, but he made his reply just on general principles.

"I ain't had anything to eat for two whole days," the stranger continued. "I hate to ask a man to give me anything, but I'll tell you what I'll do."

He pulled off a ring and showed it to Glover. "I'd like to get a little something on this ring, if I could to get me something to eat. You can see it, here take it and examine it."

He handed it over, and Glover found that there were initials and a date on the inside. "E to F, June 3, 1910," they read. That had a smack of genuineness for Glover.

"I'll give you 50 cents for it." "It's worth more, but I tell you what I'll do. I'll let you have it as security for a loan. I'll be back tomorrow, and by that time I can get more money and I'll give you a dollar to get it back. How will that be?"

Glover assented to the agreement and began searching his clothes for the four-bits. He didn't have a cent to his name on his person.

He rushed inside the laundry to interview the foreman. He was careful not to tell the foreman that he was going to use the money with which to buy a ring for fear the foreman might beat his time.

He dissembled that it simply was charity of heart on his part, and that he simply was donating the 50 cents to the hungry stranger. The foreman was able to locate only 40 cents. Whereupon Glover returned to his erstwhile friend and "jeweled" him down to 40 cents on the ring. They did business and parted.

The foreman examined the ring carefully. It sparkled and glittered in the sunshine and the "gold" shone with ardor. It was a real diamond, beyond question.

The foreman was skeptical, however, and when he got to looking at the ring longer he found a seam about the inside of the band. He immediately pronounced it brass.

Glover then tried it out in all the laundry acids he could find. The brass began to show up in great shape, but the sparkler retained its spark.

The foreman and Glover proceeded to "frame-up" to "give" one of the drivers, forthwith and sell it to him for a dollar. They agreed that if they could palm it off on the driver for \$1 they would be ahead of the game anyway.

The driver was a new country lad, supposedly green to the ways of "con" games and the same of jewelry.

"I want to borrow a dollar on this ring," Glover approached the lad. "I have to go to the baseball game tomorrow and I can't get my money yet."

The boy looked once at the ring and shook his head.

"I knew that for a phony the minute I put eyes on it," he said. "I'll loan you the dollar but you don't have to put up that as security, in fact I'd rather not have anything but your word in a case like this."

Glover was saddled with the "gem." When he failed to get rid of it, he smashed it and called Beeve to arrest the vendor who passed it off upon him.

George L. Meyer is spending a few days in St. Louis.